

Adopted	Rejected
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COMMITTEE REPORT

YES:	23
NO:	2

MR. SPEAKER:

*Your Committee on Ways and Means, to which was referred Senate Bill 31, has had the same under consideration and begs leave to report the same back to the House with the recommendation that said bill **be amended** as follows:*

- 1 Page 2, between lines 22 and 23, begin a new paragraph and insert:
- 2 "SECTION 4. IC 9-21-3-1.5 IS ADDED TO THE INDIANA CODE
- 3 AS A **NEW** SECTION TO READ AS FOLLOWS [EFFECTIVE JULY
- 4 1, 2001]: **Sec. 1.5. (a) This section applies only to U.S. Highway 31**
- 5 **from the point where U.S. Highway 31 intersects with Interstate**
- 6 **Highway 465 in Hamilton County to the point where U.S. Highway**
- 7 **31 enters the city limits of a city having a population of more than**
- 8 **ninety thousand (90,000) but less than one hundred ten thousand**
- 9 **(110,000).**
- 10 **(b) Notwithstanding paragraph 4C-2 of the Indiana Manual on**
- 11 **Uniform Traffic Control Devices for Streets and Highways, a**
- 12 **traffic control signal should not be installed on the highway**
- 13 **described in subsection (a) unless at least two (2) of the three (3)**
- 14 **warrants set forth in subsection (c) are met.**

(c) An investigation of the need for a traffic control signal on the highway described in subsection (a) should include at least an analysis of the factors contained in the following warrants:

(1) Warrant 1 (minimum vehicular volume).

(2) Warrant 2 (interruption of continuous traffic).

(3) Warrant 3 (minimum pedestrian volume).

(d) Warrant 1 is intended for application where the volume of the intersecting traffic is the principal reason for consideration of signal installation. The warrant is satisfied when, for each of any eight (8) hours of an average day, the traffic volumes set forth in the following table exist on the major street and on the higher-volume minor street approach to the intersection:

Number of lanes for moving traffic on each approach (total of both approaches)		Vehicles per hour on major street	Vehicles per hour on higher-volume minor street approach (one direction only)
Major Street	Minor Street		
1	1	1,000 (700)	300 (210)
2 or more	1	1,200 (840)	300 (210)
2 or more	2 or more	1,200 (840)	400 (280)
1	2 or more	1,000 (700)	400 (280)

Additionally, if traffic is moving more than forty (40) miles per hour, the amount expressed in parentheses in this table must be used.

(e) Warrant 2 applies to operating conditions where the traffic volume on a major street is so heavy that traffic on a minor, intersecting street suffers excessive delay in entering or crossing the major street. The warrant is satisfied when, for each of any eight (8) hours of an average day, the traffic volumes set forth in the following table exist on the major street and on the higher-volume minor street approach to the intersection and the signal installation will not seriously disrupt progressive traffic flow:

Number of lanes for moving traffic on each approach	Vehicles per hour on major street	Vehicles per hour on higher-volume minor street
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1	(total of both		approach (one	
2	approaches)		direction only)	
3	Major	Minor		
4	Street	Street		
5	1	1	1,500 (1,050)	150 (106)
6	2 or more	1	1,800 (1,260)	150 (106)
7	2 or more	2 or more	1,800 (1,260)	200 (140)
8	1	2 or more	1,500 (1,050)	200 (140)

9 **Additionally, if traffic is moving more than forty (40) miles per**
10 **hour, the amount expressed in parentheses in this table must be**
11 **used.**

12 **(f) Warrant 3 is satisfied when, for each of any eight (8) hours**
13 **of an average day, both of the following traffic volumes exist:**

14 **(1) At least one thousand two hundred (1,200) vehicles enter**
15 **the intersection from all directions per hour.**

16 **(2) At least three hundred (300) pedestrians enter the**
17 **intersection per hour.**

18 **(g) As used in this section, "average day" means a day**
19 **representing traffic volumes normally and repeatedly found at a**
20 **location.**

21 **SECTION 5. IC 9-21-3-2 IS AMENDED TO READ AS FOLLOWS**
22 **[EFFECTIVE JULY 1, 2001]: Sec. 2. (a) Each traffic signal installation**
23 **on a street or highway within Indiana may be erected only after the**
24 **completion of traffic engineering studies that verify that the traffic**
25 **signal control is necessary as set forth in:**

26 **(1) the Indiana Manual on Uniform Traffic Control Devices for**
27 **Streets and Highways; or**

28 **(2) section 1.5 of this chapter with respect to a highway**
29 **described in section 1.5 of this chapter.**

30 **(b) If:**

31 **(1) the proposed installation is in the immediate vicinity of a**
32 **school; and**

33 **(2) the installation does not meet the requirements of this section;**
34 **the governmental unit responsible for the control of traffic at the**
35 **location shall grant a special hearing on the question to a person who**
36 **has properly petitioned for the installation of a traffic signal.**

37 **SECTION 6. IC 9-21-3-12 IS ADDED TO THE INDIANA CODE**
38 **AS A NEW SECTION TO READ AS FOLLOWS [EFFECTIVE JULY**

1, 2001]: **Sec. 12. (a) This section applies only to U.S. Highway 31 from the point where U.S. Highway 31 intersects with Interstate Highway 465 in Hamilton County to the point where U.S. Highway 31 enters the city limits of a city having a population of more than ninety thousand (90,000) but less than one hundred ten thousand (110,000).**

(b) The Indiana department of transportation shall remove five (5) stoplights from the highway described in subsection (a) in the safest manner possible. These stoplights must be removed not later than July 1, 2002. The department may employ either of the following alternatives at an intersection at which the department removes a traffic control device under this section:

(1) Barricading the intersecting road or street to prevent the egress or ingress to U.S. Highway 31.

(2) Installing flashing lights at the intersection.

(c) The Indiana department of transportation may not install a stoplight or stop sign on U.S. Highway 31 after June 30, 2001. If there is a compelling need to facilitate the crossing of U.S. Highway 31, the department shall construct an overpass or underpass at the particular intersection instead of installing a stoplight or stop sign.

(d) For each violation of this section, the Indiana department of transportation forfeits five hundred thousand dollars (\$500,000). The department shall transfer the money forfeited under this section to the U.S. Highway 31 upgrade fund established under subsection (e).

(e) There is established the U.S. Highway 31 upgrade fund for the purpose of converting U.S. Highway 31 to a limited access highway. The fund consists of money transferred to the fund under this section. The fund shall be administered by the budget agency. Money in the fund at the end of a state fiscal year does not revert to the state general fund.

(f) The Indiana department of transportation shall transfer money forfeited under this section within thirty (30) days after the violation."

Page 2, line 23, after "The" insert "**Indiana**".

Page 2, line 26, delete "Joseph's" and insert "**Joseph**".

Page 2, line 29, after "which the" insert "**Indiana**".

Page 2, line 30, after "IC 8-23-8-1.3" insert ", as amended by this

- 1 **act".**
- 2 Page 2, line 31, after "The" insert "**Indiana**".
- 3 Page 2, line 34, delete "Joseph's" and insert "**Joseph**".
- 4 Page 2, line 36, after "IC 8-23-8-1.3" insert ", **as amended by this**
- 5 **act".**
- 6 Renumber all SECTIONS consecutively.
(Reference is to SB 31 as printed February 21, 2001.)

and when so amended that said bill do pass.

Representative Bauer